

Thank you for making the investment with MFC Offroad as well as yourself. The MFC Offroad Prerunner Tubular Bumper is the solution to gaining more ground clearance as well as wheel approach space. On top of this, it is the only full bumper replacement that will incorporate a winch up to 12,000 lbs of pulling capacity.

Comprised of heavy gauge steel tubing and an aluminum skid plate, you will be daring yourself to take on harder obstacles when you get your Jeep offroad and into the element.

Tools needed to complete the installation:

1. Flat head screw driver
2. Phillips head screw driver
3. 7-15mm socket set, including open ended and wrench
4. Dremel with cut off wheel, or air powered zip saw/4" cut off wheel
5. Blue painters tape

Step 1. Preparing for installation

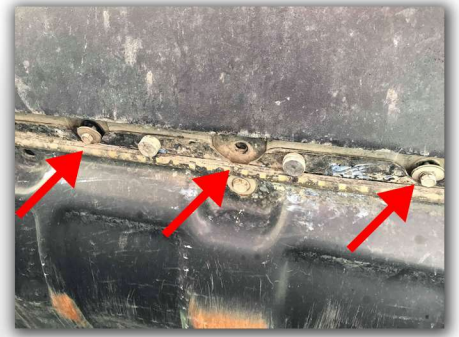
1. Locate the fender liner screws. They will be along the edge of the inner liner and after removing them, you can pull the fender trim away from the body. You will use varying size sockets for this removal, they range between 8 mm and 7 mm. Repeat on the opposite side.

2. Release the hood latch and open the hood. The front upper trim that covers the radiator support needs to be removed. Use the same sockets as you did earlier to remove all of the socket head screws holding it one. Set all the screws aside and do not lose them. Repeat on the opposite side and set the plastic trim aside.

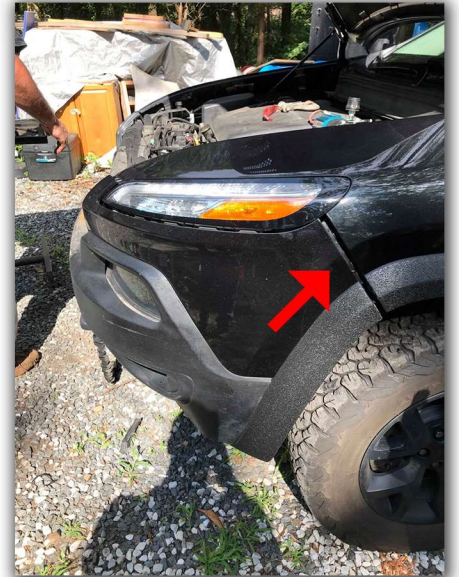
NOTE: You can see that below this trim, there is space to run the wires necessary for powering a winch. If you purchased our recommended Dobinson's 12,000 lb synthetic line winch, keep this space tidy and clean to run all of the wiring.



3. Located under the center of the bumper, are bolts holding it tight and firm to the factory skid plate. Use your appropriate socket and loosen. Make sure as to place the bolts in a safe place as to not lose them. You will want to reinstall them even though the factory bumper will no longer be used in this location. Make sure to remove all from the lower bumper. This will also include one time plastic rivets holding the lower bumper to the lower portion of the fender liners.



4. Once you are able to remove the bumper completely, make sure you separate the upper body panels from the lower bumper around the DRL housings. You can see in the picture to the right, what those clips look like when removed cleanly and carefully.

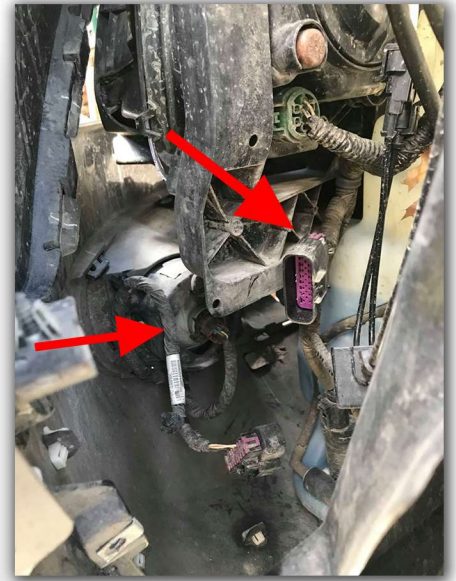


## Step 2. Removing the front bumper

1. As you get ready to remove the front bumper, you are going to want to make sure that you have disconnected your battery terminals. This is because you will be unplugging the factory fog lights, along with the main bumper wiring harness from an important plug. This plug cannot be replaced, so be sure to be extra carefull when undoing the connection. It is a pink/purple colored plug, located on the drivers side under the factory headlamps. You will also want to unplug the factory fog lamp connections as well. If you plan on reusing the factory fog lamps, place to the side, as they will be mounted in the Rugged Ridge housing adapters. If you have upgraded to our OEM+ LED fog lamps, you can discard the OEM ones, and use the MFC Offroad fog lamps in the Rugged Ridge housing adapters.

You may now remove the front bumper. If you removed all the bolts, connections and any wiring holders, it will come off very smooth. Your new front end will look like the picture to the right.

Once the bumper is removed from the front end, place it to the side as we will start to cut away the lower portion.



2. Now that the bumper is removed, you can start prepping to trim the lower half of the bumper. To aid in this process, it is recommended to remove all three lower gril trim surrounds. These will not be used going forward so you may hold on to them or throw them away. HEY, you may even be able to sell them to someone who might need them. They are about \$150 each from the dealer, so why not retain for a rainy day! Lay your bumper out in front of you and follow the upper trim body line as a base for removal. You may use the blue painters tape here to assist in keeping the cut clean while using a dremel. We have highlighted a guideline for you to follow in the picture below:



### Step 3: Installing the winch cradle and washer relocation kit

1. You can refer to the instructions provided by Rocky Road Outfitters for the detailed installation of the winch cradle. We have included a picture of what the cradle will look like with our preferred winch installed in a V6 Trailhawk with the tow package. As you can see, fitment is tight but still clears any lines or cooling devices.

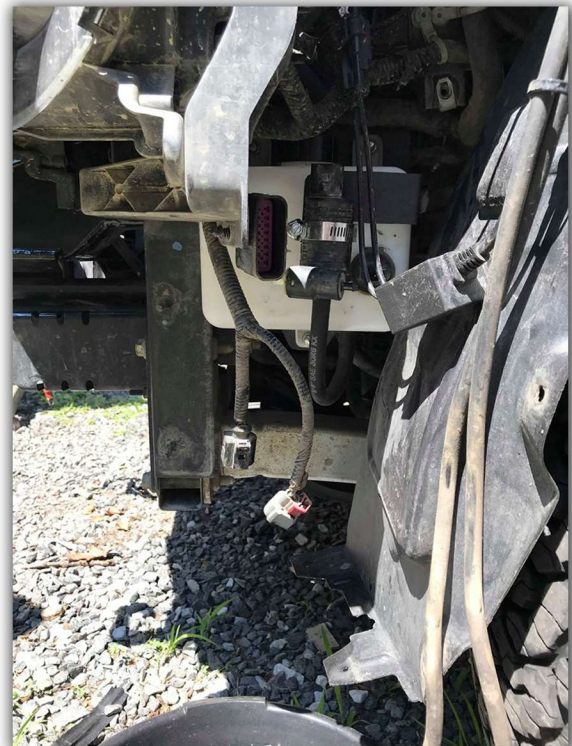


2. You may now reinstall the OEM bumper after it has been trimmed to allow fitment of the MFC Offroad Prerunner Tubular Bumper. The amount of anchor points is reduced from the lower half on down, so you do not need to worry about those locations. The factory airbox has a "U" shaped extension that can be removed along with the factory washer reservoir. The factory reservoir pump will be reused and installed in the MFC smaller kit.

The easiest way to install the washer kit is to remove the battery as well as the battery tray. The bracket that holds the tank drills to the frame with two screws directly straight down.



The red arrow below is the OEM washer pump that will be used with the MFC kit. The washer reservoir has a 1 1/8" hole pre drilled for the low level sensor that will be reused in the kit as well. Be sure to plug the rubber hose from the kit to the bottom of this along with the proper hose for the front washers and rear washer on your Jeep.



#### Step 4: Installation of MFC Offroad Tubular Prerunner Bumper

1. You will want to lay out the bumper as shown down below. This will allow you to get the proper positioning. Be sure to remove the aluminum skid so it does not scratch when the bumper is laid flat. This will also allow you to access the 4 bolts that will secure the center of the bumper to the winch cradle. The bumper is roughly 75 pounds and a two person installation here-on-out is beneficial. In order for the bumper to fit correctly, you will need to notch the lower radiator isolators. These can be removed easily, get notched and then reinstalled. Depending on your trim level or if you have a tow package, the level of trimming varies. They need to be trimmed to allow the lower bracket of the bumper to fit comfortably flat against the lower radiator support.

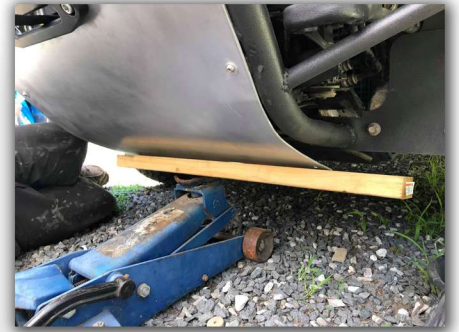


2. In the picture to the right, you will see a factory impact bar that will also be removed. The lower bracket to the bumper will mount in place of this.



Step 5: Finishing up the MFC Offroad Prerunner Bumper installation:

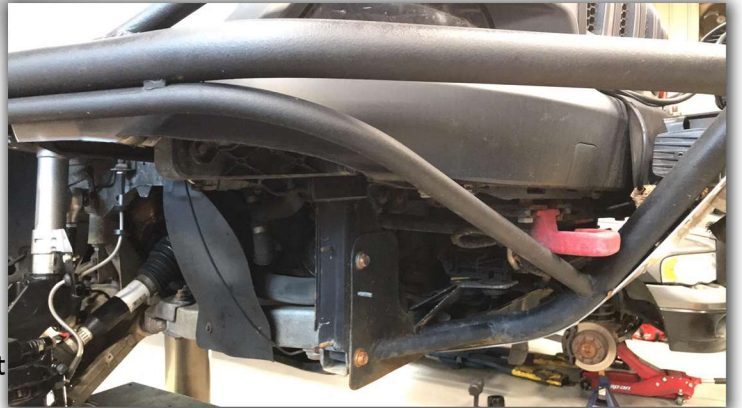
1. When reinstalling the aluminum skid plate, the assistance of a jack and wooden block is helpful for preloading the lower half to mate up to the trick tabs and hold it in place as you screw the button head bolts in place.



2. Final appearance should look relatively close to the picture to the right. You will have some differences if you have yet to order a winch (there will be no fairlead as opposed to shown in the picture to the right)



3. Be sure to follow the lines of the upward swing of the main bar of the bumper for the cutting of the OEM bumper. This will give a more aesthetic look from the sides and look more appropriate than a straight line cut side to side. Also note that the body fender flares/trim need to be cut to the same line specs as the bumper cut lines are done as well.



4. Be sure to appropriately trim back any and all inner fender liners to the inner body and frame so they do not get in the way.

5. If you have chosen to use the Dobinson's winch we have provided an ideal mounting location for the control box as seen in the photo to the right.

